



RECORD OF CORRESPONDENCE

Michael J. Folkerts
Aviation Accident Investigator
Central Region

Date: November 18, 2019
NTSB Accident Number: CEN19TA205

Mr. Brian Young, an FAA inspector, provided the following information:

- The flight originated from Winona-Montgomery County Airport (5A6), Mississippi, at around 1330 and was destined for Mitchell's Airport, MS (3MS5), a private grass strip.
 - The pilot flew for about 30 minutes around the local area on a VFR sightseeing flight and entered a normal left-hand VFR pattern at his home airport for the north runway.
 - The pilot configured the aircraft normally for the VFR approach, with carb heat on and full flaps.
 - According to the pilot, he was fast on final and the aircraft floated down the runway without touching down. About half-way down the 2,500 ft grass strip, the pilot initiated a go-around.
 - The pilot stated the engine responded normally during the go-around and was producing power, but the airplane was not climbing normally.
 - The pilot stated the flaps were in the "full-flaps down" position during the go-around.
 - After initiating the go-around, the pilot realized the aircraft was not going to clear the rising terrain/trees and he began to "pull back" on the controls to get the aircraft to climb more.
 - At some point, the aircraft entered a stall and he "relaxed" back pressure to lower the nose.
 - The airplane impacted rising terrain about 330 feet from the departure end of the runway and hit a ditch. Ground impact marks indicated a relatively shallow angle and low velocity impact.
 - Both wings and the fuselage were substantially damaged.
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- Examination of the airframe and engine revealed no evidence of mechanical malfunctions or failures that would have precluded normal operation.
 - There was no flight plan filed for the flight and there was no contact with ATC.
 - Based on the pilot's estimate of passenger weights, the airplane was near its maximum gross weight of 2,330 lbs.
 - The pilot held a private pilot rating with instrument privileges. A logbook review indicated he had not made any flight time entries since 10/14/99. His last recorded flight review was on 12/07/98.

- The pilot's last FAA Medical was a third class issued on 04/11/2000 with restrictions of must have glasses for near vision and valid for 12 months following the month examined. Total time reported was 520 hours.
- The pilot indicated he had made a flight once in February 2019 and once in March 2019. No other flights occurred in 2019. The pilot did not indicate his total flight time.
- The pilot was hospitalized for a concussion, broken wrist, and facial injuries. One passenger incurred serious injuries (broken collarbone) and two passengers incurred minor injuries.